

4.2 Public Transportation

Public transportation is a transportation service provided by either the public or private sector that is available to the public. This section describes existing public transportation services in the area, service gaps or needs and suggested actions for improving service.

4.2.1 Background

Public transportation plays a role in the regional economy, providing access to employment for those who do not drive themselves, due to personal choice, age, income, or disability. *Land use patterns in the region (relatively low residential density and separation of land uses) are incompatible with traditional public transportation, which operates best in areas with high population/development densities and mixed land uses.*

4.2.2 Ridership Trends

The figure below compares transit ridership trends in the Triad with cities around the country that had similar populations in 1982. From 1982 to 1987 transit ridership in the Triad rose from 11.9 million passenger miles per year to approximately 21 million passenger miles per year. Since then transit ridership in the Triad has grown slowly to about 23.5 million passenger miles per year. Other regions in North Carolina have had stronger growth in transit use. However, ridership in peer cities outside of North Carolina has been stagnant or falling (Tim Lomax, David Schrank & Bill Eisele, 2011).

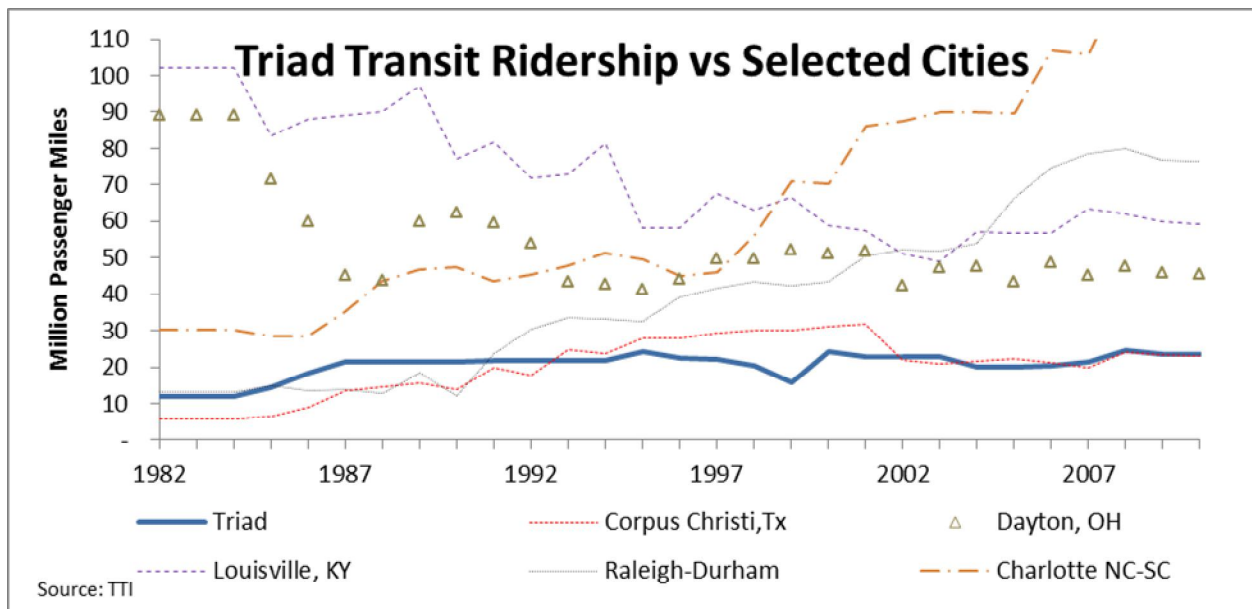


Figure 4.2-1 TRIAD Ridership Compared to Peer Cities

The next graph shows how transit ridership changed, as a percentage, in the Triad and selected cities. This graph also shows that transit ridership in the Triad appears to have reached a plateau about 1986.

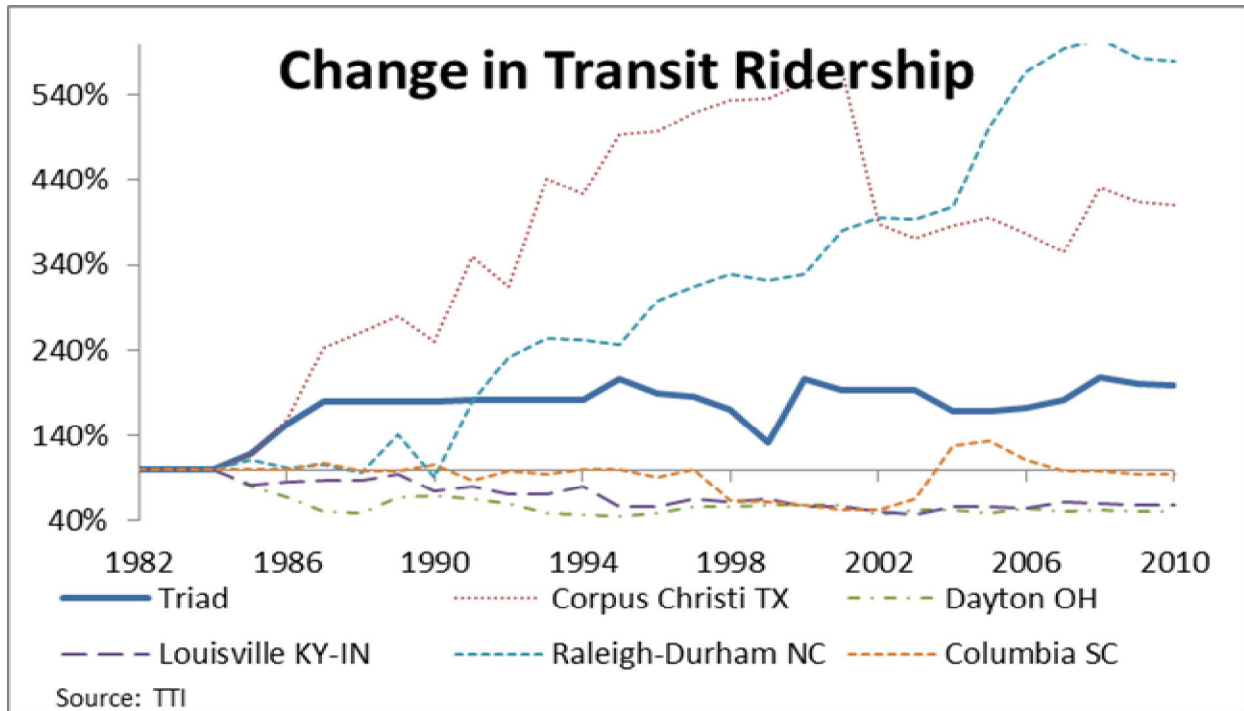


Figure 4.2-2 Change in TRIAD Ridership Compared to Peer Cities

4.2.3 Existing Public Transportation Services

In the MPO study area, public transportation is provided by both public and private entities. High Point Transit System and the Piedmont Authority for Regional Transportation (PART) are the publicly funded bus systems for the study area. Regional Coordinated Area Transit System (RCATS), Guilford County Transportation and Mobility Services (GC TAMS), and Davidson County Transportation System (DCTS) are the publicly funded human services transportation providers. Carolina Trailways is the private provider that provides intercity transportation to the public.

Two transportation providers (Hi tran and PART) offer year-round fixed-route bus service in the MPO study area. Fixed route service operates under a set schedule, traveling between specific origins and destinations.

4.2.4 High Point Transit System Information: (336) 889-7433 www.high-point.net/hitrans

High Point Transit System (aka Hi tran) is a public non-profit transit system charged with providing and promoting public transportation in the City of High Point. Hi tran currently provides fixed route service with a fleet of sixteen 32-foot low floor buses and one 40-foot low floor bus. High Point Transit System also provides complementary demand response service in accordance with the Americans with Disabilities Act (ADA) as well as demand response service to the elderly (60 + years of age) and the non-ADA disabled persons. Figure 4.2-3 shows Hi tran's service area, routes, and approximate population coverage for the system.

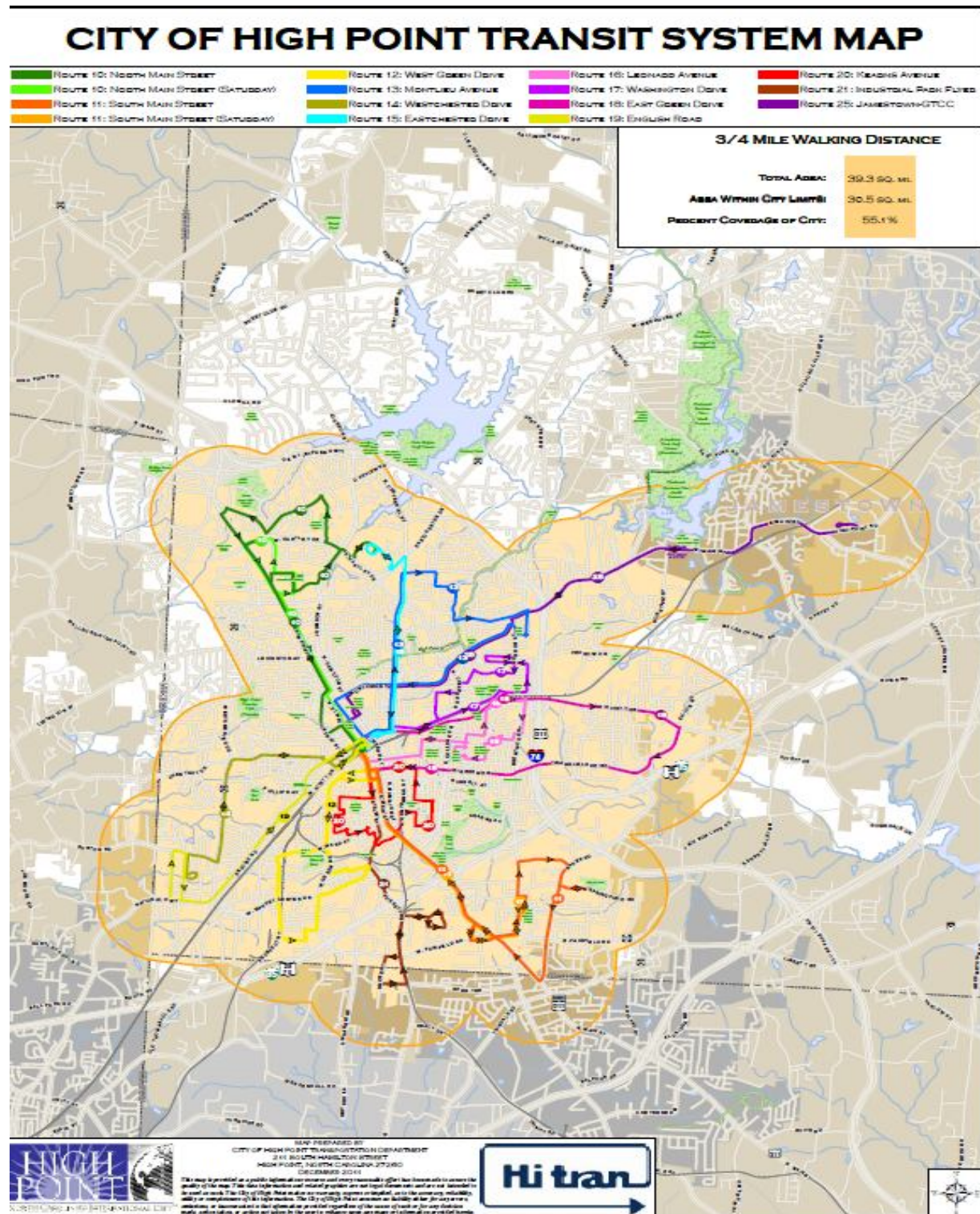


Figure 4.2-3 Hi tran Routes

Hi tran operates sixteen routes that carried an average of 3100 passengers each day in 2011. The radar graph below shows the monthly ridership data for 2009, 2010, and 2011. The data

indicate that Hi tran's highest ridership occurs in late summer or fall (September through November).

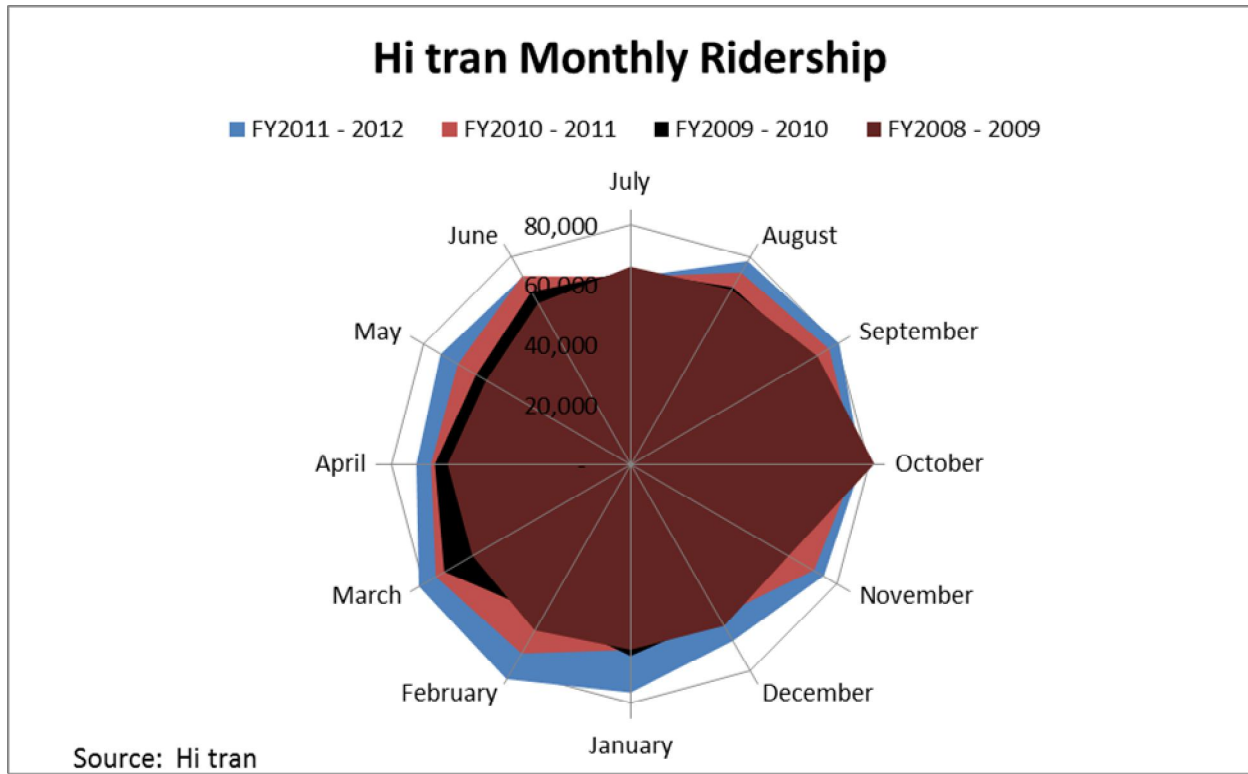


Figure 4.2-4 Ridership by Month

The figure below shows the contribution of each of the sixteen routes to Hi tran ridership between July of 2011 and February of 2012. The red bars show the percentage of ridership that each route has contributed, and the gray bars show the total of ridership for all routes. The horizontal axis separates the best performing routes from lower performing routes. Eighty-two percent of Hi tran's ridership comes from eight routes.

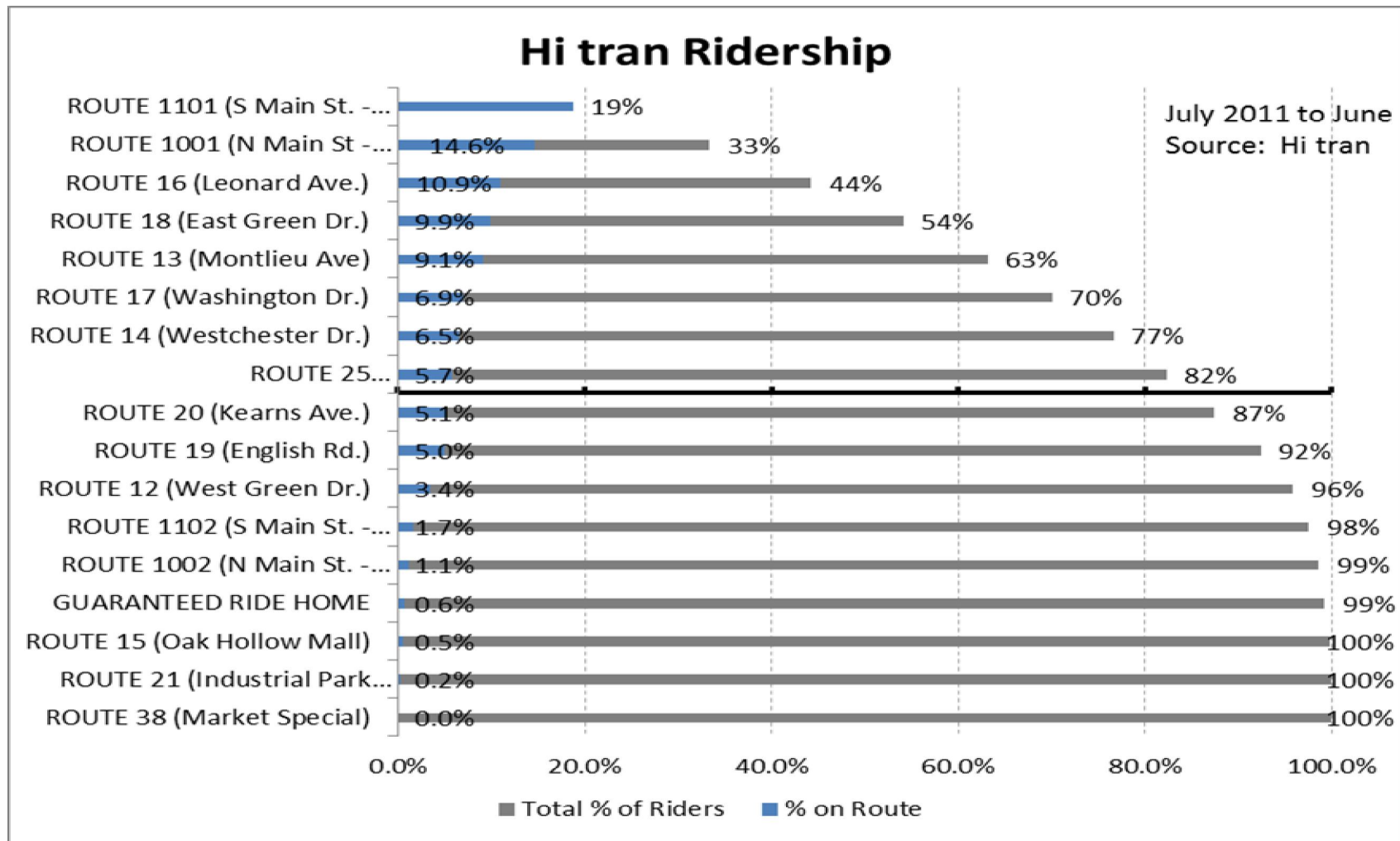


Figure 4.2-5 Percent of Ridership by Route and Accumulated Percentage of Riders

4.2.4.1 Transportation Services Related to the International Home Furnishings Market

Market transportation services are discussed separately in the congestion management section.

4.2.4.2 PART Regional Services Information 336-883-7278 www.partnc.org

The North Carolina General Assembly created the Piedmont Authority for Regional transportation (PART) in 1997. Its members include the four Triad MPOs (Burlington-Graham, Greensboro, High Point, and Winston-Salem), The counties of Alamance, Davidson, Davie, Forsyth, Guilford, Randolph, Rockingham, Stokes, Surry, and Yadkin; and the cities of Burlington, Greensboro, High Point and Winston-Salem.

PART is authorized to operate transportation services and systems. PART has limited funding options. PART may ask county commissions to:

1. Levy a vehicle registration fee,
2. Or a passenger vehicle rental fee.

PART presently receives funds from a 5% vehicle rental tax in Davidson, Forsyth, Guilford, Stokes, Surry, and Yadkin counties and a vehicle registration fee in Randolph County.

4.2.4.3 PART Express

PART Express is a fixed route system using fourteen routes to serve nine counties in the core of the Piedmont Triad. PART express operates a dawn to dusk service 260 days per year. The amount of service on the routes is dependent upon ridership with more trips and longer hours on more productive routes. Complete schedule information is available at www.partnc.org.



PART Regional System Map

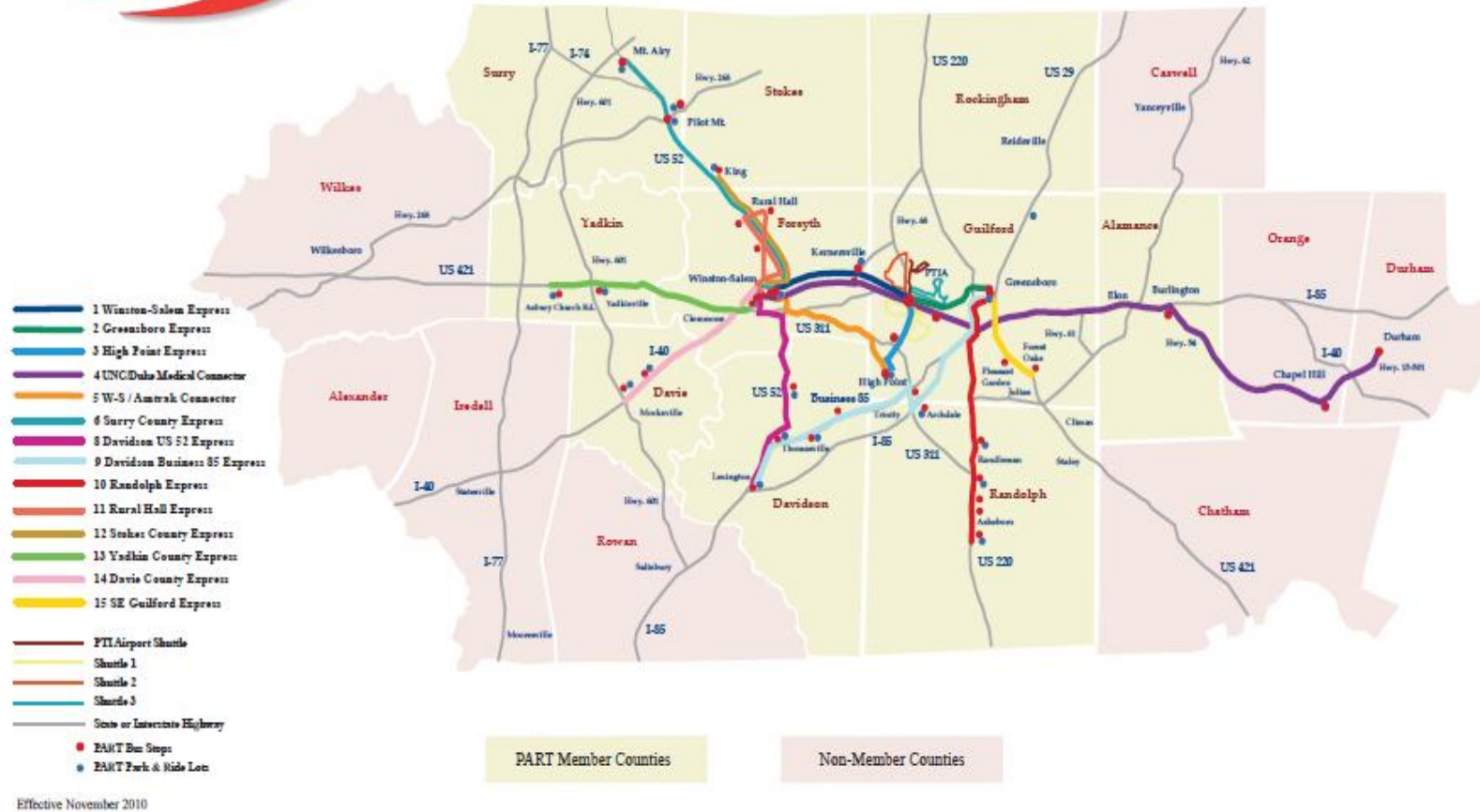


Figure 4.2-6 PART Route Map

Ridership on PART Express has grown from about 100,000 per year in 2003 to over 666,000 in 2012. PART's expansion has been rapid and the agency is currently suffering from budget uncertainty because local revenues are inadequate to support the services provided.

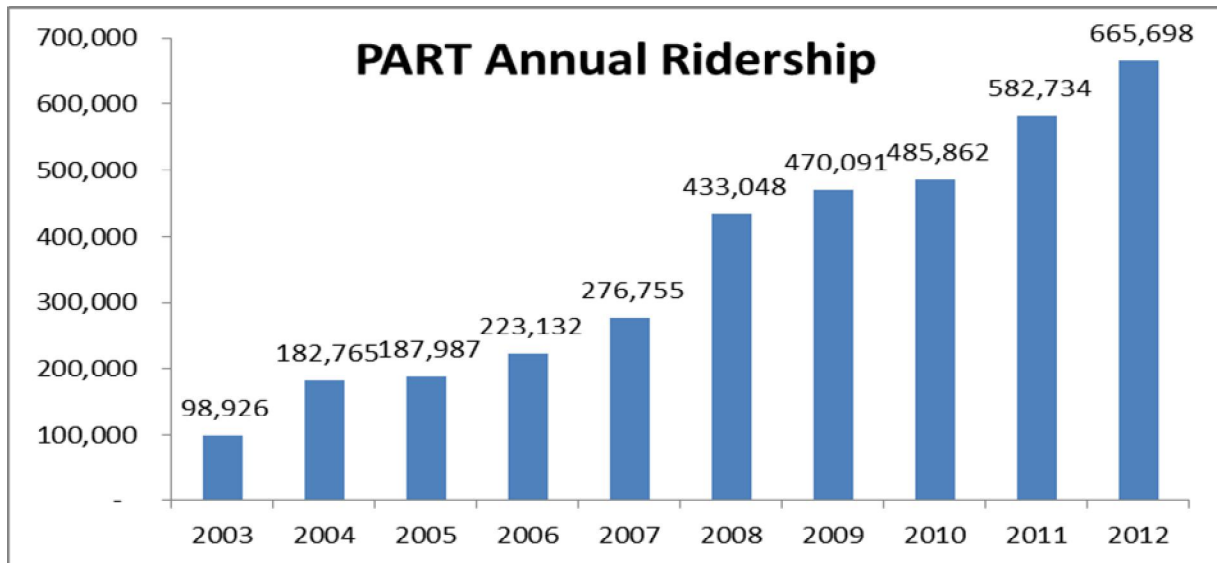


Figure 4.2-7 Yearly PART Ridership

The figure below shows ridership in PART express's fourteen routes.

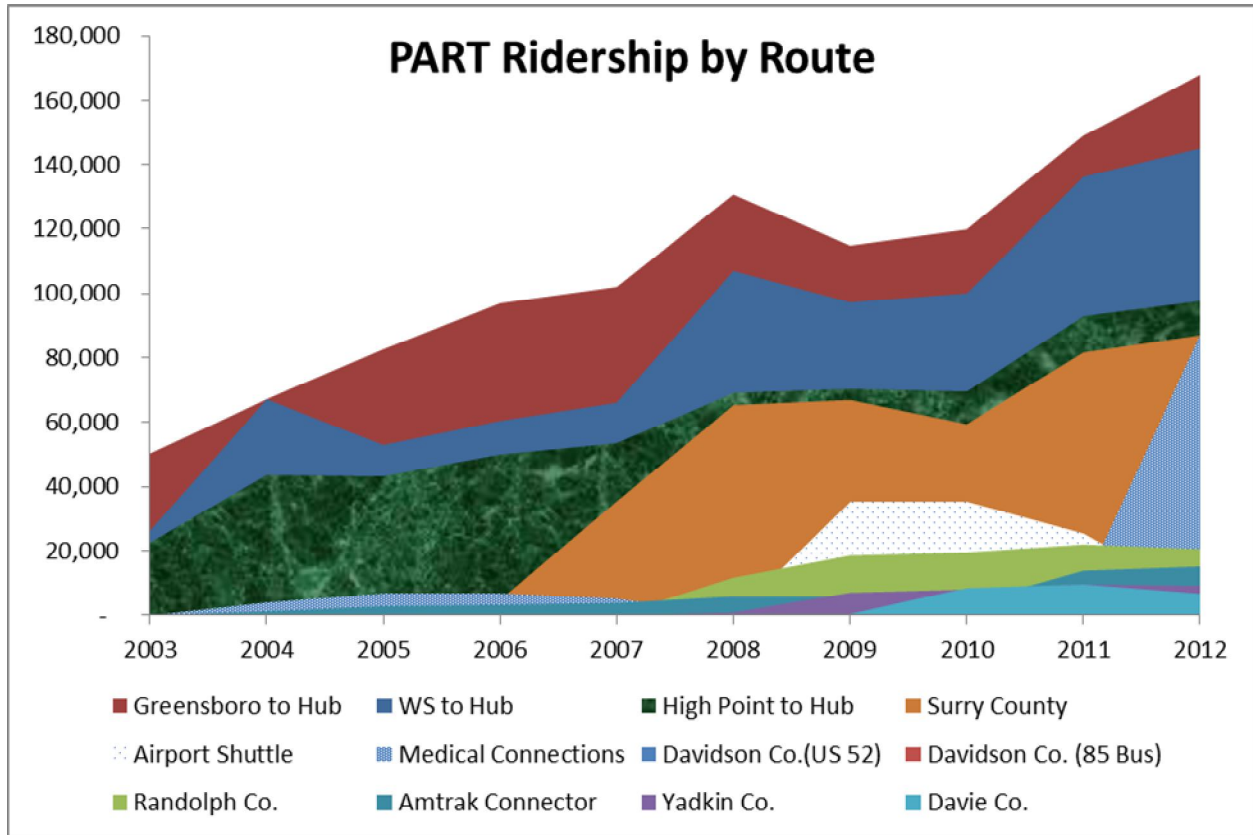


Figure 4.2-8 Ridership on Routes over Time

The graph below shows how much each route contributed to PART's total ridership during 2011. The four most productive routes generate almost eighty-eight percent of PART's ridership. The next two routes bring total ridership to ninety-three percent of riders while five least productive routes add only 45,000 riders or seven percent of annual riders.

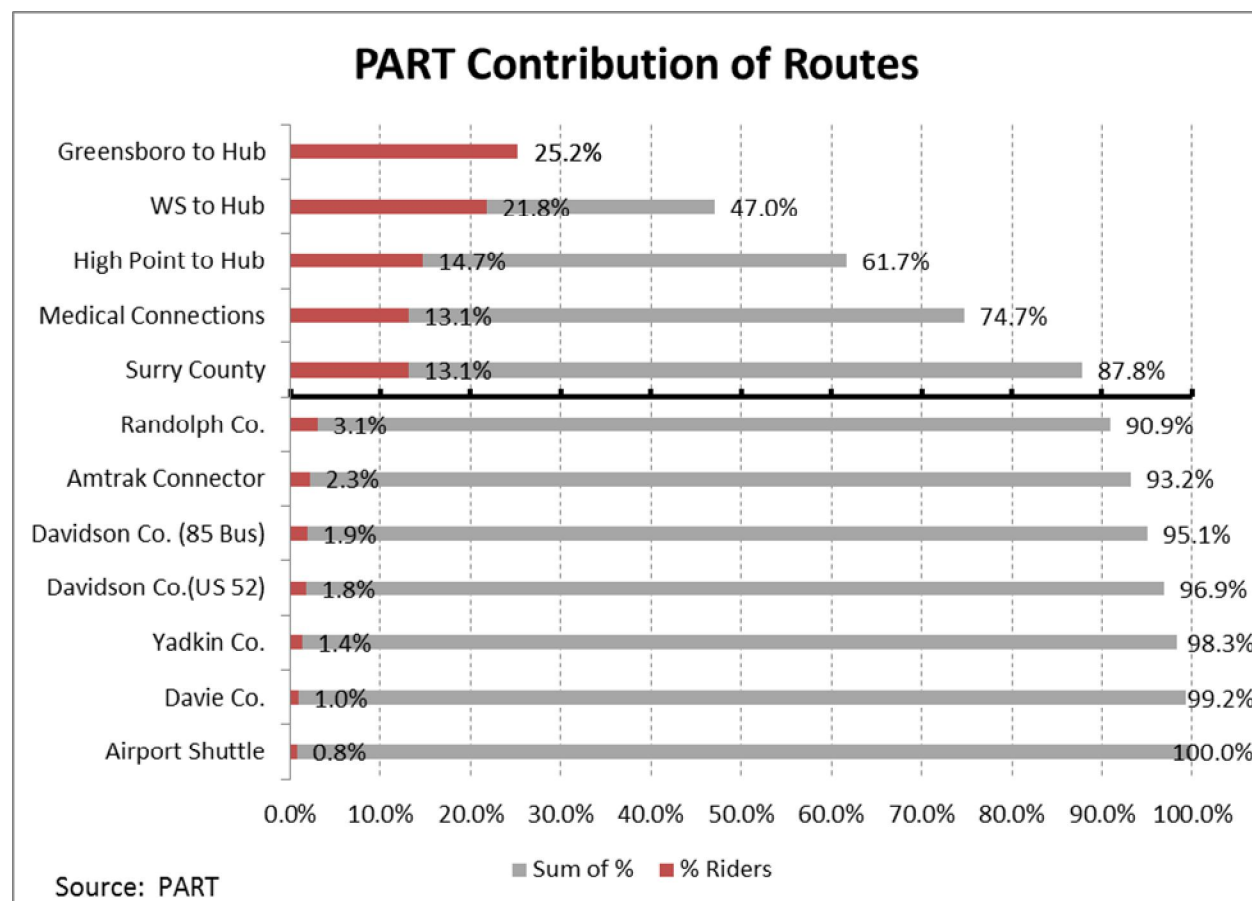


Figure 4.2-9 Percent of Ridership by Route and Accumulated Percentage of Riders

4.2.5 Regional Park and Ride Lots

Much of PART's effort has been focused on developing park and ride lots that support PART's other services. The table below shows all of PART's current park and ride lots. The table is arranged alphabetically by county and includes a description of each lot and notes which PART Express routes serve the lots.

Table 4.2-1 Regional Park and Ride Locations

Lot	County	Notes
Graham	Alamance	The Graham Park & Ride lot is located at the intersection of Hwy 87 and Crescent Square Drive. Serviced by the Medical Connector Route.
South Lexington	Davidson	Located in Linwood on Hargrave Road, directly across from the entrance to the Davidson County Airport, at the intersection with Hargrave Lane; 1/8 mile from

Lot	County	Notes
North Lexington	Davidson	both I-85 & Bus-85. No parking pass needed. Serviced by the Davidson County - Business 85 Route & the Davidson County - US 52 Route Park and Ride Lot behind Rite Aid at the intersection of Hwy 64 at the intersection with Forest Hill Road. No parking pass needed. Serviced by the Davidson County - Business 85 Route & the Davidson County - US 52 Route
Hickory Tree Road	Davidson	Grocery store at Midway Commons park near Bank of America ATM. No parking pass needed. Serviced by the Davidson County - US 52.
Thomasville	Davidson	At the Intersection of Hwy 109 & W. Cooksey Drive by Food Lion - 1/8 mile south of the interchange of Hwy 109 & Bus-85. No parking pass needed. Serviced by the Davidson County - Business 85 Route.
Mocksville	Davie	Located off Hwy 601 at Boyce Drive near Walmart. Serviced by the Davie County Express Route.
Winston-Salem (Downtown)	Forsyth	Bus stop across the street from deck entrance at the intersection of 4th Street & Chestnut St. Parking pass required (336) 662-0002
Kernersville	Forsyth	Bus stop on Century Blvd. beside Harris Teeter at 971 S. Main St. For Park & Ride, please park at the Countryside Bowling Lanes at 1005 Masten Dr. instead of Harris Teeter. (We are no longer authorized to use the Harris Teeter Parking Lot.) The stop will remain at the current location on

Lot	County	Notes
Clemmons	Forsyth	Century Blvd. beside Harris Teeter. No parking pass needed K-Mart Shopping Center on Lewisville Clemmons Road. Serviced by the Davie County Express Route.
PART Hub	Guilford	Located at 602 S. Regional Road, off 1-40 at Exit 210/NC Hwy 68. Parking available in the Shoney's parking lot to the left hand side of the lot. No parking pass needed.
Greensboro Depot	Guilford	NOTICE: Parking at the PART Hub on Regional Road is for PART Express commuting passengers and not long term or overnight parking. PART is not responsible for damage to vehicles. At the intersection of Washington St. & Davie St. Entrance on Davie St. Bus stop at GTA Depot, Slip 16. Parking pass required (336) 662-0002.
Four Seasons Town Center	Guilford	Bus stop at the intersection of Koury Boulevard and Pinecroft Road. Parking in the lot of Four Seasons Town Centre, No parking pass needed.
Hi Tran Station Broad Avenue	Guilford	Parking Plaza deck at 120 W. Commerce Ave., Between Elm and Main St. Bus Stop at Hi Tran Broad Ave Terminal, across High Ave. by High Point train Station. Parking pass required (336) 662-0002
Oak Hollow Mall	Guilford	Bus stop at Food Court entrance, parking available in Oak Hollow Mall parking lot. No parking pass needed.
North High Point	Guilford	Located at the intersection of N. Main Street & Old Plank Road. No

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Lot	County	Notes
Reedy Fork Ranch	Guilford	parking pass needed Used for Carpooling & Vanpooling, Intersection of Reedy Fork Parkway & US 29. No parking pass needed
South Asheboro	Randolph	Located at McDowell St. and Industrial Dr. Across the Randolph County Government Building. No parking pass needed. Serviced by the Randolph County Express Route.
North Asheboro	Randolph	Located at the intersection of N. Fayetteville St. and Balfour St. No parking pass needed. Serviced by the Randolph County Express Route.
Randleman	Randolph	Lowes Foods Parking Lot - 650 Academy St. Serviced by the Randolph County Express Route.
Archdale	Randolph	Behind Hardee's at the corner of Aldridge Road & S. Main St. No parking pass needed. Serviced by the Davidson County - Business 85 Route.
King	Stokes	Located at the corner of S. Main Street & Newsome Road directly off the King exit. No parking pass needed. Serviced by the Surry County Express Route.
Mount Airy	Surry	Located off of US 52/Andy Griffith Pkwy. & Carter Street beside Big Lots, No parking pass needed. Serviced by the Surry County Express Route.
Pilot Mountain #1	Surry	Parking lot at the intersection of Hwy 268/South Key Street and Golf Course Road, behind RBC Centura Bank; 1/8 mile from the interchange of US 52, No parking pass needed. Serviced by the Surry County Express Route.
Pilot Mountain #2	Surry	On Hwy 268/South Key Street, by

Lot	County	Notes
		Food Lion; ¼ mile from the interchange of US 52, No parking pass needed. Serviced by the Surry County Express Route.
Ashbury Church Rd	Yadkin	At the Intersection of Asbury Church Rd & Flat Rock Church Rd. No parking pass needed. Serviced by the Yadkin County Express Route.
Yadkinville	Yadkin	Located on Pine Street close to the exit ramp to US 601 off US 421. Serviced by the Yadkin County Express Route.

4.2.6 PART's Vanpool Program

Another of PART's services is a regional vanpool program. A vanpool lease is available to commuters who live at least 10 miles from their workplace and agree to share their daily commute to and from work. A driver and eight commuters are required to start a new vanpool (mini-vans also available). All riders, except the driver, must agree to pay a monthly fare based on the number of riders and the daily round trip mileage. Vanpool drivers typically ride free and are allowed limited personal use of the van at no additional cost. New drivers are given orientation and training and receive on-going support in management of the vanpool. The driver operates the van, collects monthly fares, and completes a daily passenger count and mileage log.

Today PART supports fifty-five (55) vanpools. Figure 4.2-10 is a map showing the origins and destinations of PART's vanpools. Current plans are for PART to expand to a total of seventy-five (75) vanpools between now and 2016. The expansion plans anticipate that PART will need to maintain eighty-three (83) vans, to allow enough spares to cover likely downtime. The map on the next page shows that the almost half of PART's current vanpools start or end in Forsyth County.

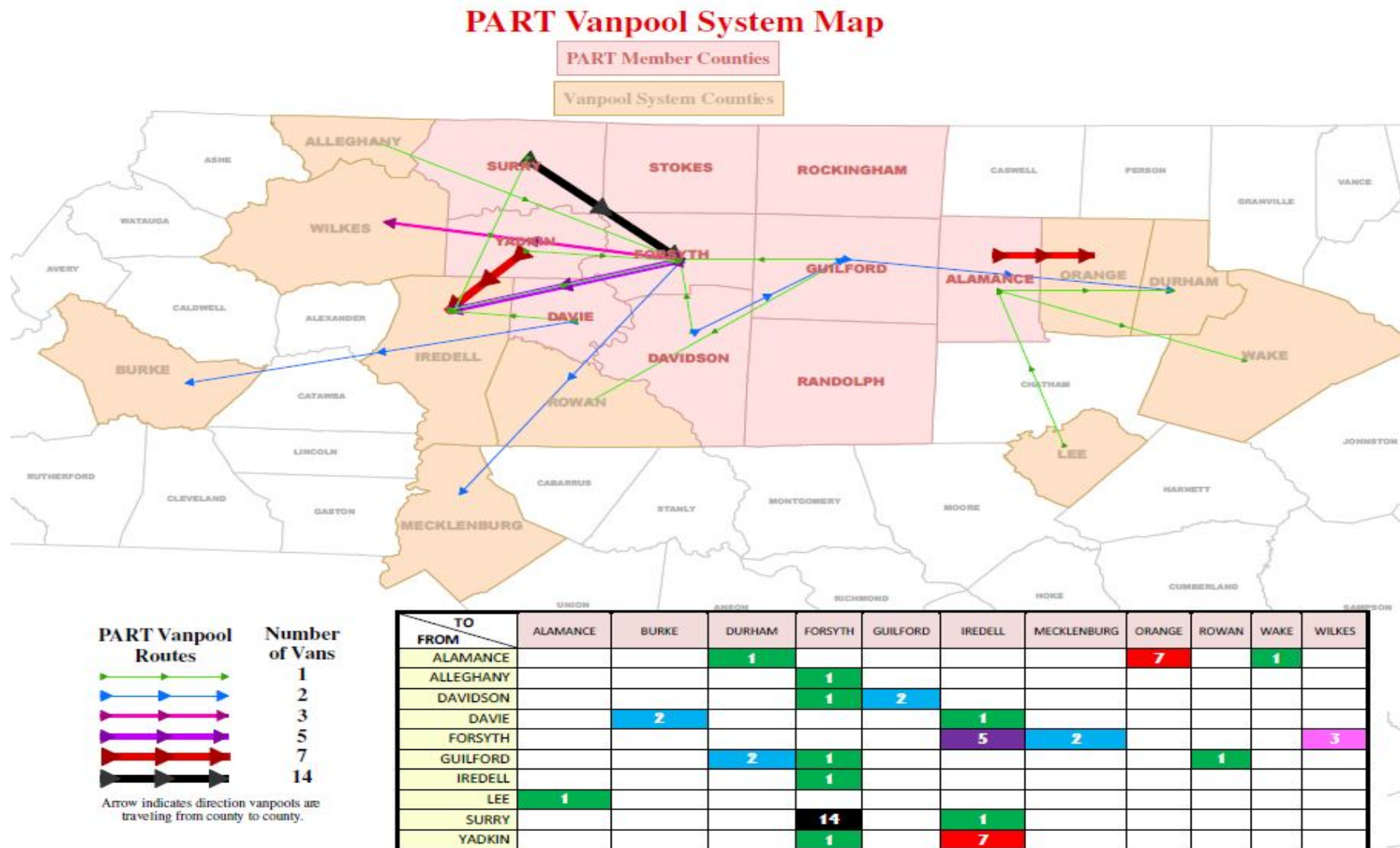


Figure 4.2-10 The Vanpool Program

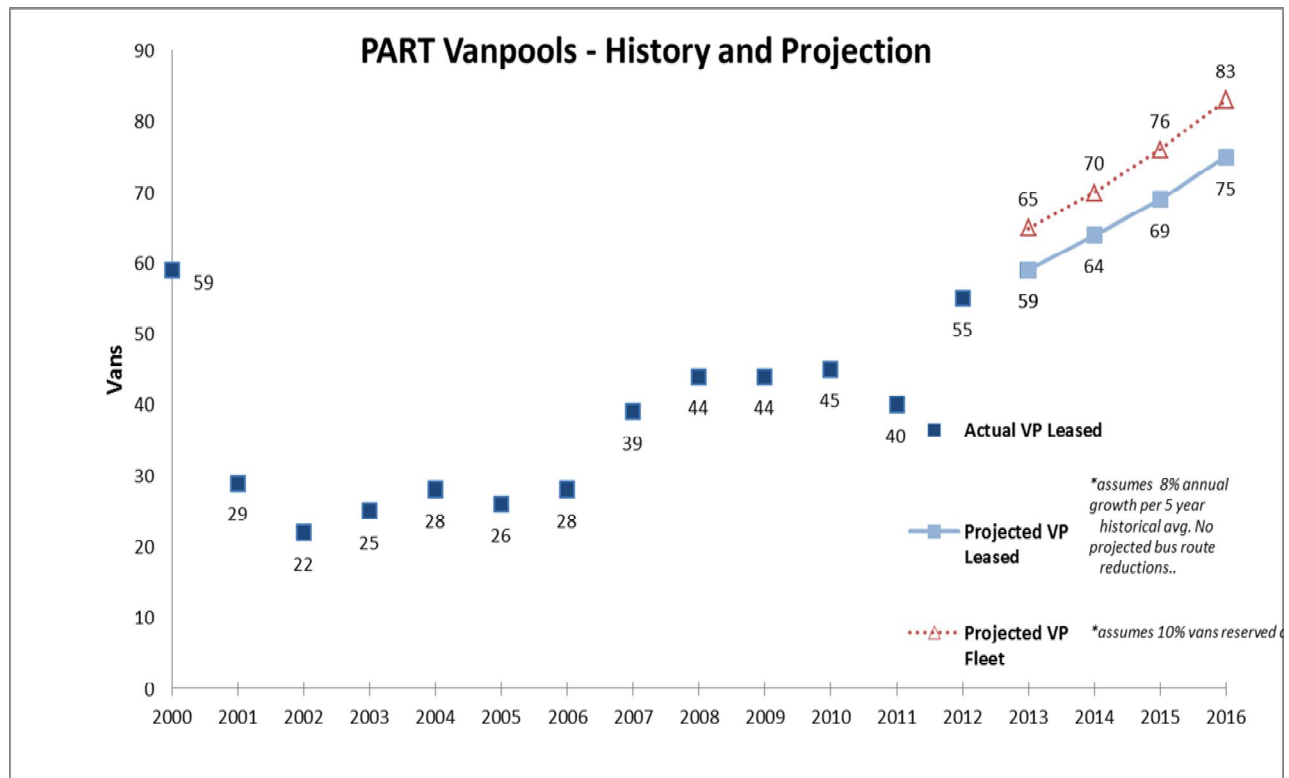


Figure 4.2-11 History and Projections

4.2.7 Other PART Services

PART also provides planning services to the region in the form of regional land use and transportation planning, travel modeling, air quality planning, and other initiatives.

4.2.8 Scheduled Intercity Bus Service

Carolina Trailways Information: 919-833-3601 www.greyhound.com

Carolina Trailways is an intercity bus line operating service across North Carolina. The High Point bus station is located at 100 Lindsay St. None trips each day leave the High Point station transporting passengers to the nearby cities of Greensboro and Winston-Salem or to other cities outside the Triad urban region. Passengers using Carolina Trailways can connect to intracity bus service in Winston-Salem or Greensboro at the Clark Campbell Transportation Center and Douglas J. Galyon Depot respectively. Passengers using Carolina Trailways can access the intracity service in High Point at the bus stop across the street on W. Kivett Drive.

4.2.9 Davidson County Transportation

Davidson County operates a cross county connector serving Lexington and Thomasville and a circulator route along NC 109. There is also a proposed Thomasville Express service.

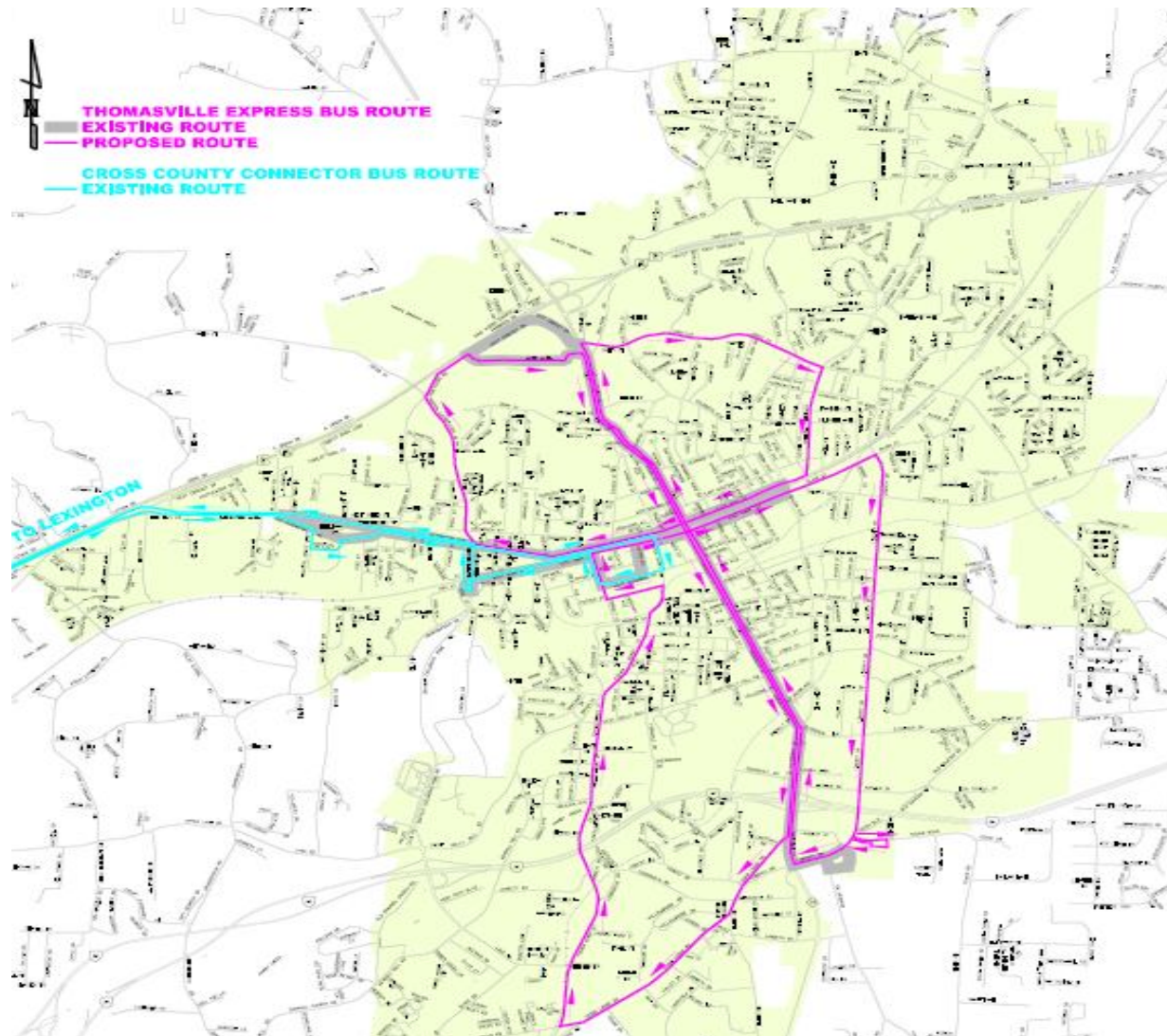


Figure 4.2-12 Davidson County Connector and Thomasville Express (Proposed)

4.2.10 Other Public Transportation Services

In addition to the transportation providers listed above, there are other transportation services available to residents of the High Point MPO communities. These can most easily be differentiated by type of service provided. There are two companies that offer local taxi service and one company that offers shuttle service to and from the Piedmont Triad International Airport. In Guilford, Davidson, Randolph, and Forsyth Counties, four public transportation providers provide transportation services to health and human service agencies as well as the general public, elderly and disabled. Guilford County Transportation and Mobility Services, Davidson County Transportation System, Regional Coordinated Area Transportation System, and Trans-Aid provide limited demand response service throughout the High Point UZA. The health and human service agencies provide transportation to their specific clientele directly or through the local transportation provider.

4.2.11 Inter-modal Transfer Points

Inter-modal connections are shown in Table 4.2-2. Park and Rides, which also serve as intermodal transfer points, are described in detail in Chapter 8. The High Point UZA has several major transfer points at which passengers can transfer from the automobile to public transit routes, to intra- and intercity bus routes, and to passenger rail service. It is important to make all intermodal connection sites accessible to both bicyclists and pedestrians, as well as to cars and buses.

Table 4.2-2 Transfer Points

Town	Location	Connects To
High Point	Broad Avenue Terminal	High Point Transit, PART, Amtrak
	Oak Hollow Mall Park & Ride Lot	High Point Transit, PART
	N. Main St Park & Ride Lot @ Old Plank Road.	High Point Transit, PART
	Hwy 109 & W. Cooksey Drive Park & Ride Lot	PART, Davidson County Transportation System
Thomasville		PART, Regional Coordinated Area Transportation System
Archdale	Bus 311 & I-85 Park & Ride Lot	

4.2.12 Public Transportation Issues

Several major issues affect the quantity and quality of transit service in the High Point Urbanized Area. The most significant of these are funding related.

4.2.13 Funding

Limited federal, state and local funding has been and will continue to be the biggest factor limiting the implementation of public transportation projects in the High Point area. The area has nearly maximized use of its available federal and state funding. Local funding is also limited due to the downturn in the economy and competition with other local needs. There is no dedicated local funding for public transportation. As part of the Triad Regional Seamless Mobility Study, there has been some research on how much revenue could be generated from dedicated sources, but these are seen as new "taxes" and elected officials have a difficult time suggesting these funding mechanisms.

4.2.14 Land Use

The High Point Urbanized Area includes rural areas to moderately dense residential areas. Currently land uses are segregated creating more need for travel. However, these development patterns make it difficult to serve these areas with fixed route transit.

4.2.15 Coordinating Services

Coordinating transit services improves the performance of individual transportation providers as well as overall mobility within a region. Coordination strategies range from simple sharing of

information, to shared route planning, to brokerage systems, to consolidated systems where one agency provides all public transit services in a region. In a brokerage system, one agency serves as a central contact point for scheduling trips on vans run by other agencies. These agencies provide the trips, and then bill the brokerage for the service provided. The brokerage in turn bills funding agencies or funding pools, such as Medicaid, Temporary Assistance for Needy Families (TANF or welfare), FTA funds, etc.

The transit systems operating in the High Point Urbanized Area have been coordinating services to extend mobility, increase efficiency and reduce redundancy of services. The PART Express bus service connects the largest city in the urbanized area with neighboring cities, and provides a needed service along the NC68 corridor allowing High Point residents access to an area that were unreachable by fixed route bus service.

The Community Transportation Systems, Davidson County Transportation, Regional Coordinated Area Transit System, and Guilford County Transportation and Mobility Services, all coordinate trips with PART to transport those needing services to destinations outside the urbanized area for primarily medical reasons, but also employment.

The transit systems have also been coordinating services with transit systems in the neighboring urbanized areas. The systems have been working together since 2000 on a shared technology project where they all use the same software for scheduling and dispatching paratransit trips, and route and itinerary planning for fixed route services. In the near future, the public will be able to access information on all possible public transportation options in the urbanized area and the Piedmont Triad region by calling any transportation provider or by accessing the shared itinerary planner on the web.

The systems in the urbanized area all participated in the first phase of the Piedmont Triad Seamless Mobility Study. A consulting team interviewed stakeholders and gathered information from the transit systems regarding services, revenues and expenses, expansion plans, and limitations. The consulting team put together a final document that details ways the systems can work together to coordinate, and possibly consolidate, some services.

4.2.16 Marketing and Education

Marketing and education activities targeted at promoting public transportation can help increase ridership, and should be viewed as integral to creating a successful public transportation system. Public and private transit operators need to promote and advertise their services just as other businesses.

In the past, marketing and education of transit has not played a large role in the urbanized area. However, effective marketing of transit can affect the entire future of the service. Transit should be marketed just like any other product, but the task will be more difficult.

4.2.17 Programmed and Planned Public Transportation Projects

Table 4.2-3 shows the transit projects in the current NCDOT State Transportation improvement program.

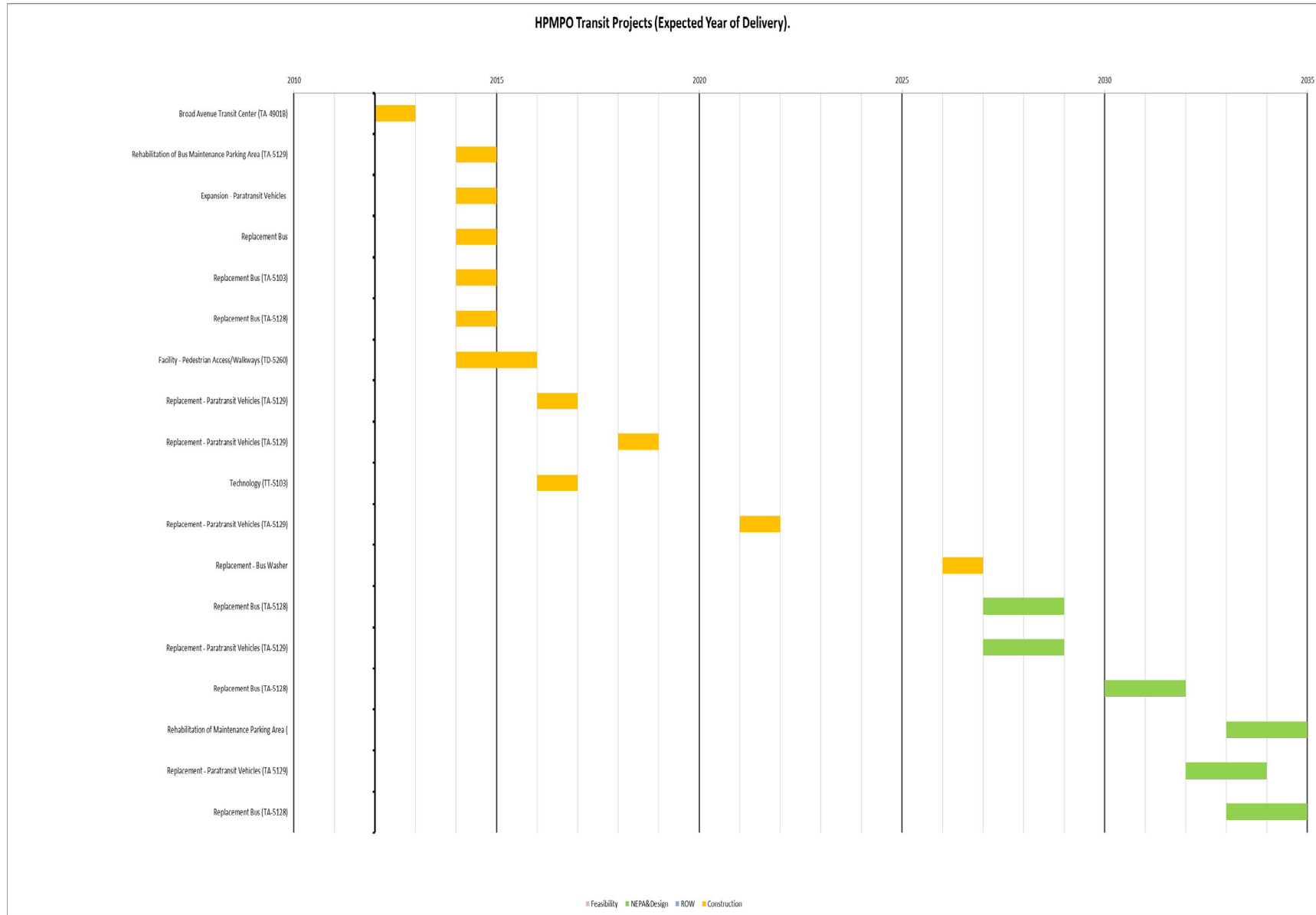
Table 4.2-3: Public Transportation Projects

Horizon Year	TIP Number	Cost Estimates	Project Name	Region. Sig	Project Description	Project Status	Exempt (Yes/No)	Exempt (Reason)
2015	TA-4901B		Broad Avenue Transit Center (TA-4901B)	No	Enlarge Facility to add public restrooms	Construction	YES	
2015	TA-5129		Rehabilitation of Bus Maintenance Parking Area (TA-5129)	No	Resurface bus parking lot and driveways	Construction	YES	
2015			Expansion - Paratransit Vehicles	No	New paratransit vehicles to expand fleet	Inactive	YES	
2025	TA-5128		Replacement Bus	No	Replace 15 low floor buses	Construction	YES	
2025	TA-5103		Replacement Bus (TA-5103)	No	Replace 1 low floor bus	Inactive	YES	
2025	TA-5128		Replacement Bus (TA-5128)	No	Replace 1 low floor bus	Inactive	YES	
2025	TD-5260		Facility - Pedestrian Access/Walkways (TD-5260)	No	Adding bus stop pads and sidewalk along bus routes	Inactive	YES	

Horizon Year	TIP Number	Cost Estimates	Project Name	Region. Sig	Project Description	Project Status	Exempt (Yes/No)	Exempt (Reason)
2025	TA-5129		Replacement Paratransit Vehicles (TA-5129)	- No	Replace 3 LTVs	Inactive	YES	
2025	TA-5129		Replacement Paratransit Vehicles (TA-5129)	- No	Replace 6 LTVs	Inactive	YES	
2025	TT-5103		Technology (TT-5103)	No	External VMS Signs	Inactive	YES	
2025	TA-5129		Replacement Paratransit Vehicles (TA-5129)	- No	Replace 6 LTVs	Inactive	YES	
2025	NEW		Replacement Washer	- Bus No	Replace Bus Washer	Inactive	YES	
2035	TA-5128		Replacement Bus (TA-5128)	No	Replace 15 low floor buses	Inactive	YES	
2035	TA-5129		Replacement Paratransit Vehicles (TA-5129)	- No	Replace 6 LTVs	Inactive	YES	
2035	TA-5128		Replacement Bus (TA-5128)	No	Replace 1 low floor bus	Inactive	YES	

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Horizon Year	TIP Number	Cost Estimates	Project Name	Region. Sig	Project Description	Project Status	Exempt (Yes/No)	Exempt (Reason)
2035	NEW		Rehabilitation of Maintenance Parking Area (No	Resurface bus parking lot and driveways	Inactive	YES	
2035	TA-5129		Replacement - Paratransit Vehicles (TA 5129)	No	Replace 6 LTVs	Inactive	YES	
2035	TA-5128		Replacement Bus (TA-5128)	No	Replace 1 low floor bus	Inactive	YES	



4.2.18 Transit Projects Envisioned But Not Programmed

The following are transit projects that have been identified through public comment or transit staff as needs, but for which no funding or construction schedule has been determined.

- **Install more shelters at bus stops** (\$6,000 per shelter)
- **GTCC Students Ride Free** (\$40,000 per year)
- **Need bus stop pads** (\$2,500 per pad) – install 60" x 96" x 4" pads with a ramp at each bus stop¹
- **Need more sidewalks** (\$100,000 per year for 5 years) – install sidewalk to connect bus stops to each other and destinations near bus stop
- **Add more frequency during weekdays** (Additional \$344,000 per year) - Bus service runs every 30 min. all day.
- **Extend bus hours during week** (\$376,500 per year) – add hourly evening service from 6:30pm until 10:45 pm to include ADA paratransit service

Add more frequency on Saturdays (Additional \$102,000 per year) - Buses every 30 minutes from 8:45am – 5:15pm

Extend service on Saturdays (Additional \$38,500 per year) - Bus service runs hourly & Dial-A-Lift runs from 6:45 am – 6:15pm

Extend service and add more frequency on Saturdays (Additional \$132,000 per year) - Bus service runs every 30 minutes from 6:45am – 6:15pm

Add Sunday service (\$146,000 per year) - Bus service runs hourly & Dial-A-Lift runs from 6:45am - 6:15pm

Add service for NC 68 / Skeet Club Rd / Wendover Ave area (Capital \$240,000 - 3 accessible vehicles plus Operating \$525,000) - 30 minute service from Oak Hollow Mall out to Skeet Club / Wendover areas (5:45 am – 6:15pm)

Add service for NC 68 / Skeet Club Rd / Wendover Ave area (Operating \$189,000) - 30 minute service from 6:15 pm - 10:45pm

Extending the Montlieu & Westchester routes to serve requested areas (\$514,100 per year) - 3 buses running every 30 minutes to serve.

Expansion buses (\$1,000,000) – Purchase additional accessible buses to provide new service and maintain appropriate spare ratio to allow for scheduled and unscheduled vehicle maintenance.

Works Cited

Tim Lomax, David Schrank & Bill Eisele. (2011, September). *2011 Annual Urban Mobility Report*. Retrieved May 2012, from Texas A&M Transportation Institute:
<http://mobility.tamu.edu/ums/>

¹ \$300,000 in ARRA (Stimulus) funds have been allocated to this project.